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State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-540-1

Relating to Exemptions Under Section 27156
of the Vehicle Code

Summit Industries, Inc.
Thorley Headers

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of Thorley Headers, manufactured by Summit Industries, Inc. of 1220 Railroad Street, Corona, California 92882, has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the following applicable General Motors trucks and motorhomes:

<u>Part No.</u>	<u>Application</u>
THY-309	2002-2003 4.8/5.3L
THY-312	2000-2003 6.0L
THY-314	2000-2003 7.4/8.1L
THY-362	1996-2003 4.3L

The Summit Industries, Inc.'s Thorley Headers are a shorty style header, manufactured out of 14 gage mild steel. The headers bolt to the stock connecting pipes and retain the oxygen sensor in the stock location.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicles to specifications different from those of the vehicle manufacturer.

This Executive Order shall not apply to any Summit Industries, Inc.'s Thorley Header advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Changes made to the design or operating conditions of the device, as exempt by the Air Resources Board, which adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this device using any identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the device may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emissions test data generated on a 2003 model year General Motors 5.3L C1500 truck certified to the Ultra Low-Emission Vehicle (ULEV) emission standards. Emission levels of the modified vehicle met the applicable emission standards over the Cold-Start CVS-75 Federal Test Procedure (FTP) and the Supplemental Federal Test Procedure (US06) test cycles. Results are in grams per mile with deterioration factors added to CVS-75 FTP results:

	CVS-75				US06	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	0.100	4.4	0.4	0.009	0.40	10.5
Device	0.052	1.3	0.1	0.001	0.38	0.5

This Executive Order is also based on an On Board Diagnostic II (OBD II) testing which showed that the Thorley Header when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF SUMMIT INDUSTRIES, INC.'S THORLEY HEADERS.

No claim of any kind, such as "Approved by the Air Resources Board," may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after ten days written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it will be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 24th day of July 2003.



Allen Lyons, Chief
Mobile Source Operations Division